

# RAIL AND LABOR LEADERS ASTOUNDED BY ORDER HALTING STRIKE PLAN

took the attitude that the citation really was directed at the unions alone, saying that carriers were called in simply because it was necessary to have both sides in the decision represented.

The action of the United Brotherhood of Maintenance of Way employees and of the International Brotherhood of Stationary, Firemen and Oilers in announcing that they would join the walkout was looked on by labor leaders as especially significant, one chief professing to see in the announcement a possible heading of any break which might have existed between the eleven standard unions which had voted for a strike without calling one another "Big Five." Leaders of several of these organizations had announced that they would attempt to keep their men from walking out despite overwhelming strike votes and had expressed hope that their attempts were successful in their failure to support the "Big Five" might avert a walkout.

Other union leaders, however, said it was by no means certain that a majority of the eleven organizations would walk out. It became known that the meetings of the conference committee of 100 of the six shop craft unions, numbering 475,000 men, have been decidedly stormy, the chairmen splitting over what strike recommendations should be made to the 1,000 general craftsmen who will go into session tomorrow or Sunday.

## RAIL STRIKE ORDERS COMING BY MIDNIGHT

### 20,000 Members of Brotherhoods in Metropolitan District Affected.

#### EFFECTIVE ON NOV. 1

#### Pennsylvania Road Employees Will Be Last Ones Here to Walk Out.

#### REVOCATION IS PROVIDED

## 'STRIKE OF 600 ON TEXAS ROAD TO BE 100 PER CENT.'

### All Crews Go Out at Noon To-day, Says R. D. Frame but E. G. Goforth, General Manager, Asserts Railway Has Enough Men to Run Trains.

SAN ANTONIO, Oct. 21.—R. D. Frame, general chairman of the Brotherhood of Railroad Trainmen on the International and Great Northern Railroad, announced to-night following a meeting of members of the union that the strike of trainmen on that road scheduled for tomorrow noon, would be a 100 per cent. affair. The road employs 600 men.

Mr. Frame declared "there will be no roadways in the coming strike, such as characterized strikes in bygone days. He will have charge of the strike of trainmen in this section, working under W. G. Anderson, national vice-president, who will be assigned at Houston within a few days to direct the strike in the Southwest.

L. S. Skelton, chairman of the conductors on the San Antonio, Uvalde and Old Railroad, haughtily there is little probability of the employees of that road going out, because the contract between the S. A. U. & O. and its men contains a clause in which the men agreed to accept the Railway Labor Board's order reducing wages.

But that the railroad would be able to maintain train service in the face of the strike was expressed by E. G. Goforth, general manager of the R. I. at Palestine, headquarters of the line. The service may be abbreviated a few days, he said, but the road "has enough men who will remain loyal to the company and their jobs to run trains."

Mr. Goforth said the road was not employing strike breakers.

The railroad operates wholly within the State of Texas. Its main line starts at Longview, where it connects with the Texas and Pacific and extends southwestward 494 miles to Laredo, passing through Palestine, Austin and San Antonio. At Laredo it connects with the National Lines of Mexico. It has a number of branches, the most important of which extends from Palestine to Galveston, 189 miles, and from Valley Junction through Waco to Fort Worth 178 miles.

Waco reports to-day said special agents were mustering in about 400 men to be distributed along the northern division of the railroad to guard the company's property.

The open port law passed by the Texas Legislature in 1920 may be invoked in the event of a walkout of railroad men on Texas lines, it was indicated to-day. The law, which is interpreted as covering all transportation lines within the State, empowered the Governor to use all forces of the State in quelling outbreaks or threatened violence incident to strikes, or where an attempt is made to obstruct channels of commerce. It was enacted following a prolonged strike of dockmen at Galveston during the summer. National Guardsmen took over water front duty.

## RAIL HEAD STATES EMPLOYERS' STAND

### Marvin Huguitt Sends Open Letter to Conductor on Situation.

#### WILL OBEY LABOR BOARD

#### Declares There Can Be No Reduction Until After Negotiation.

Special Despatch to THE NEW YORK HERALD, CHICAGO, Oct. 21.—A statement of the railways' position concerning the threatened strike is given by Marvin Huguitt, chairman of the Chicago and Northwestern Railroad, and dean of the Western railroad executives, in an open letter to an old conductor. The letter was printed in the Chicago Evening Post to-night.

"Chicago, Oct. 21.—Conductor R. I. read with great interest your letter published October 18 in the Post. I regret that you did not sign your name in full so that I might address you personally.

"I notice you say you are one of the old timers, that you have worked for the railroad for over a quarter of a century. I, too, have spent almost my entire business career on the Northwestern. Next April I will have finished half a century of uninterrupted service. During all this period of time I have felt that a spirit of comradeship existed between the Northwestern employees and the executive officers, and have exerted every effort consistent with my duties to the interest of the employees and in an effort properly to discharge the transportation obligations to the shipping public.

"It is with a mingled feeling of regret and sadness that I now learn that the Northwestern Railway is to be in the first zone of attack in an effort to cripple and if possible break down and destroy the system. And may I ask what for? Why is this attack made against the Northwestern? Do the employees have some present dispute with the management? Have you been to the president the vice-president and the general manager in an effort to settle your grievances? What is the dispute?

"In your letter you say you are willing to take the cut of July 1, but that you cannot take another one until the cost of living has been reduced. Your officers have not asked you to take another cut at this time. There has been no intention of reducing wages further without first conferring with you and our other employees in the matter, as pointed out by the act of Congress. If in those negotiations we cannot reach an amicable and friendly settlement then there can still be no reduction in wages until after we have applied to the United States Labor Board and have secured to that board that we were not to be reduced without their approval. At such a time you will be represented and will be given an opportunity to be heard, just as you would when the board ordered reductions of between 10 and 12 per cent. effective July 1, 1921.

"We obeyed the decision of the board when in 1920 they directed us to increase wages approximately 22 per cent. We obeyed the board's decision when they directed a reduction of between 10 and 12 per cent. We will obey any future decision, and there will be no reduction of your compensation under the jurisdiction of the United States Labor Board without the approval of that body."

## GRAIN MOVEMENT NOW DOUBLE USUAL AMOUNT

### Strike Talk Sends Big Quantities of Wheat to Seaboard.

Daily loadings of export grain at Buffalo for shipment to the seaboard have doubled in volume in anticipation of the threatened stoppage of the railroads. Export grain loadings at that point yesterday exceeded 2,000,000 bushels, compared with a normal movement of 1,000,000 bushels.

About 40 per cent. of the shipments are coming through the New York gateway, while the remainder of 60 per cent. is going through Philadelphia. At the present rate of movement it is calculated that the elevators at the latter port will be filled to capacity within a week.

No fear of congestion for lack of ships at New York is entertained by the railroads. The grain now stored at Buffalo is said to aggregate 15,000,000 bushels, mostly wheat.

## FREIGHT RATES ALREADY BELOW 1920 TARIFF

### Lehigh Valley Head Cites Voluntary Reductions.

In the large number of recent freight rate revisions voluntarily made by the railroad companies carrying charges frequently have been reduced below the tariffs which prevailed before the last 40 per cent. increase, E. E. Loomis, president of the Lehigh Valley Railroad, said yesterday. Mr. Loomis believes no further reduction can be made without a concurrent reduction in wages.

Under recent readjustments, said Mr. Loomis, the rate on shipments of export grain from Chicago to New York is 2.1 per cent. lower than the rate prior to August, 1920, when the last general increase came into force. The rate on export shipments of flour between the same points is 2.1 per cent. lower and for grain products, 2 per cent.

## COAL OUTPUT PUSHED

### Anthracite Collieries Turn Out Capacity Production.

HAZLETON, Pa., Oct. 21.—With a railroad strike in prospect, collieries are turning out a capacity production of anthracite to supply the increased demand.

Official figures, announced to-day, show that yesterday 726 cars were sent from the Hazleton and Mahanoy divisions of the Lehigh Valley Railroad, breaking all records for the year. Several washeries in the Schuylkill section which have not been worked because of the slackened demand for coal, resumed operations to-day.

## WARNS LAFAYETTE STUDENTS

### Chaplain Advises Them on Rail Strike Threat.

EASTON, Pa., Oct. 21.—Students of Lafayette College, in chapel to-day, were cautioned by Chaplain John Caruthers to be sure of their step after learning the labor side, the capital side and the public side before offering their services to any railroad in the impending strike.

Thus far 120 students have signified their intention of responding to the call of railroads to man trains should there be a strike.

## Decision on Strike Revamped.

A report submitted to the committee authorizing a strike was sent back to the executive council to be rewritten. It was to-night although it would not be learned whether the new report would oppose a walkout or simply urge postponement of action.

Where leaders of these groups a few days ago advised they probably could not hold back their men, to-night they appeared more confident of keeping them from joining a strike.

The maintenance of way men cast a vote of 98 per cent. in favor of a strike, 265,000 men voting to quit work, their officials announced, and their leaders to-night completed plans for a walkout, declaring that it would be "a walkout in an orderly and law abiding manner."

It was announced that the chairmen felt that they were forced to authorize a strike with such an overwhelming vote in favor of it.

The stationary firemen made virtually the same announcement, their vote in favor of a strike being given out as 92 per cent. of the membership.

"Our chairman voted unanimously to go along with the other unions," said Timothy Healey, president of the stationary firemen. "We are strongly of the opinion that many roads want a strike and that they believe a walkout will give them an opportunity to destroy the unions, but the men have voted and we cannot go against their wishes."

## Code Word Which May Bring Peace Is Supplied to Local Leaders.

By midnight to-night, union leaders said yesterday, orders to quit their jobs will have been distributed to practically all of the 20,000 engineers, conductors, firemen, switchmen and trainmen of the Big Four brotherhoods and the Switchmen's Union of North America in the metropolitan district, which means within a radius of twenty-five miles from City Hall. The orders call for a walkout on the various roads touching New York, beginning with one group on November 1 and ending with the Pennsylvania, the employees of which are ordered out on November 5.

A ray of hope was seen in a statement of a union official which indicated that while the brotherhoods had made plans to call the men out they also had paved the way for a sudden calling off of the impending strike. It was that each general chairman carried in his pocket a sealed envelope containing a code word, which, if flashed by telegraph from union headquarters in Cleveland, is to be his authority for calling off the strike in his district. It was said yesterday that this was the first time such extensive precautions for a sudden reversal of a strike order had been made by union chiefs.

A union official, who would not permit the use of his name, summed the situation up by saying that the grand chiefs of the brotherhoods would be glad to call off the strike if they could find an adequate excuse. He added that they must have this excuse to save their own faces but so far had been unable to find it. This order admitted that by the time the strike order becomes effective the railway executives in all probability would be in better shape than at any other time to cope with the situation. They have allowed the impression to circulate among the unions that a strike must come they believe it might just as well come now as later.

## SOUTHERN LINES READY TO DEFY THE STRIKERS

### 42 Roads Will Hire Recruits if Workers Go Out.

St. Louis, Oct. 21.—Executives of twenty-one railroads in the Southwest issued a statement to-night in which they asserted their intentions of operating the lines in event of a strike and doing everything legally possible to serve the public.

"We shall try to operate the trains by all means," said J. M. Kurn, president of the St. Louis and San Francisco. "Should the conductors, engineers, firemen and brakemen walk out, as they have threatened to, we shall attempt to fill their places with new employees. We shall need about 10,000 men of the four crafts should the strike become effective."

ATLANTA, Oct. 21.—Representatives of twenty-one railroads, including practically every line in the Southeast, at a meeting to-day laid plans to meet the threatened strike and adopted resolutions indicating the decision of the Association of Railway Executives at its meeting in Chicago to seek a 10 per cent. reduction in wages.

The Chicago Railway system took no part in the Chicago meeting and was not represented here to-day.

W. R. Cole, president of the Nashville, Chattanooga and St. Louis Railway, said the executives of that road were unanimous in agreeing upon means to meet a strike and they hope to be able to serve the public in case of a walkout.

## P. R. R. SYSTEM CLERKS WILL STICK TO JOBS

### 12,000 Send Pledge of Loyalty to Management.

PHILADELPHIA, Oct. 21.—Members of the regional committee of the Pennsylvania System Clerks Association of the operating department of the eastern region pledged loyalty in the event of a strike on the system in a letter to General Manager C. S. Krick, the Pennsylvania Railroad announced to-day.

The road's officials declared these men represented 12,000 clerks in the general manager's department, but do not include the general office clerks.

The letter was signed by E. J. Garren, chairman; M. T. Miller, vice-chairman; E. A. Kliney, secretary; J. Cunningham, chairman of the Philadelphia terminal division; Oscar Howe, general division chairman of the Eastern Pennsylvania division; and J. A. McLaughlin, general division chairman of the Southern division.

Seven hundred car service clerks through their representatives sent a letter to Superintendent E. T. Kennan declaring they intended to remain loyal to the Pennsylvania in the event of a strike, it was also announced.

## OVERWHELMING STRIKE VOTE IN PACKING HOUSES

### 1,000 Workers of Iowa Plant Already Out.

By the Associated Press.

CHICAGO, Oct. 21.—Completion of the strike vote in the packing industry taken by the Amalgamated Meat Cutters and Butcher Workmen was announced here to-day by C. H. Hayes, president. He said the poll stood 35,354 yes and 3,490 no.

A conference of executive officers and representatives of allied crafts will be held here next Monday morning.

A strike of packing house employees at the John Morrell Company plant at Ottumwa, Iowa, which began this week, Hayes said, was the most important strike in the industry since the war. He reported 1,000 men out.

Members of the butcher workers' union voted last summer for a walkout. Officials said that the union had called representatives of the packers and of the employees into a joint conference at Washington, where the differences were settled amicably.

The workers agreed to extend for six months the Alschuler war time agreement, through which Federal Judge Alschuler arbitrated packing house industrial questions, and the men accepted a wage cut. The extension of this agreement expired recently.

## CANADA FEARS COAL SHORTAGE BY STRIKE

### Large Cities Are Dependent on U. S. for Supplies.

MONTREAL, Oct. 21.—Railroad officials in eastern Canada said to-day that should the rail strike in the United States materialize serious consequences undoubtedly would develop in connection with freight movements, especially of coal, throughout the Dominion.

Officials said that Montreal and other manufacturing centres are largely dependent on the United States for their coal, and if the strike should stop the supply, they would be considerably handicapped. In the event the strike should continue until the close of navigation the consequences would be even more serious, they said.

The officials again expressed their unanimous belief that Canadian rail employees would not be drawn into the controversy.

## COURT ORDERS ARREST OF HEADS OF PRESSMEN

### Berry and Others Must Face Charges of Contempt.

KNOXVILLE, Oct. 21.—An order for the arrest of George L. Berry, president of the International Printing Pressmen and Assistants Union, and the directors of that organization was issued by the Federal Court here late to-day.

Berry is charged with contempt of court in having failed to answer a summons in the suit of the Chicago Printing Pressmen's Union and disregarded an order handed down July 19.

Other directors of the International organization named in the order were Joseph C. Orr, John M. Brophy, William J. McHugh and S. B. Marks.

## 700 SILK WORKERS QUIT.

### They Object to 5 Per Cent. Cut in Wages.

SCRANTON, Pa., Oct. 21.—Seven hundred men, boys and girls employed by the Orphan factory of the Dery silk mill went on strike to-day when Superintendent Thomas A. Lynn announced a 5 per cent. cut in wages of all employees earning in excess of \$21 a week.

## LOOKS TO HARDING IN CRISIS.

"We realize that a railroad strike now would be a bad business for the country, and I sincerely trust that it can be averted in such a way as not to injure the unions. The President and the Government of the United States may still find a way to prevent the walkout and I think it is in their province to do so."

The telegraphers and the clerks also held meetings to-night, but they were largely of a preliminary nature, the action being expected to-morrow or Sunday.

The telegraphers had planned to conduct a meeting to-night at the headquarters of the shop crafts, but the meeting was postponed when it was learned that Mr. Jewell's organization had postponed action. It was said that the telegraphers' course would depend much on the attitude of the shop crafts.

The text of the resolution of the Labor Board, calling for a conference and ordering the workers not to strike, follows:

"Whereas, it has come to the knowledge of the United States Railroad Labor Board that a dispute exists between the following carriers and the following organizations of their employees: All railroads named in the wage reduction of July 1, embracing virtually every line in the country, are listed, and in addition the names of the Big Four brotherhoods and the switchmen's union."

"Whereas, information has come to this board that a conference was held in Chicago on October 14, 1921, between certain of the executives of said carriers and certain executives of said organizations, and that the conference failed to settle the dispute, and that the matter is in dispute, at which conference no agreement was reached; and

"Whereas, immediately following said conference, it was announced through the public press that the executives of said organizations of railway employees had issued and sent out to the members thereof orders or written authority to strike, and that a strike vote had been taken on the lines of the carriers mentioned, and

"Whereas, the board's information is to the effect that said strike is threatened on two grounds: First, in opposition to the wage reduction in decision No. 147 of this board; and, second, on account of an unsettled dispute both as to wages and working conditions;

"Be it therefore

Resolved, by the United States Railroad Labor Board:

"First, in so far as said threatened strike is in opposition to and a violation of decision No. 147 of this board, the above named labor organizations and each of their members are hereby cited to appear before this board for hearing as to the question whether or not they have violated or are violating decision No. 147; and,

"Second, that in so far as said threatened strike is the result of a dispute between said carriers and their said organizations of employees concerning wages and rules and working conditions, this board hereby assumes jurisdiction of said dispute on the statutory ground that it is likely substantially to interrupt commerce; and said carriers and said organizations of employees are hereby cited to appear before this board at Chicago, Ill., for a hearing of said dispute.

"The hearing on both of the foregoing matters is set for Wednesday, October 26, 1921, at 10 A. M.

"Be it further resolved, that the secretary of the board notify each of said carriers and its said organizations of employees both by wire and by mail of the date of said hearing and furnish each of them with a copy of this resolution.

"Be it further resolved, that both parties to said dispute are hereby directed to maintain the status quo on the properties of said carriers until said hearing and decision."

## DISCUSS MAINE CENTRAL CUT.

### Workers and Rail Officials Will Try for Agreement.

PORTLAND, Me., Oct. 21.—Notices of a wage revision effective on November 18 were discussed to-day at the first of a series of conferences between officials and representatives of the employees of the Maine Central Railroad and the Portland Terminal Company.

Leave of the freight repair shop of the Bangor and Arrowsroot Railroad at Houlton to a contractor was announced to-day. The contractor said the thirty-two men employed would be invited to continue work, but not under the former wage scale. He said repairs would be made on a piece work basis.

## NEGRO BOYS VICTIMS OF BAND SIGNING THEMSELVES 'K. K. K.'

DENTON, Tex., Oct. 21.—Two negro boys were taken from jail at Pilot Point last night and severely flogged by a band of unidentified men.

W. J. Miller, editor of a Pilot Point paper, to-day found a notice on his office door reading: "Yes, we did it. This should be a warning to all loafers and lawbreakers." The notice was signed "K. K. K."

## TOWN AND COUNTRY CLOTHES at Removal Price Reductions

### SPORT SKIRTS Heretofore to 35.00 . . . . . '15

In checked, plaided and striped effects of tweeds and wool mixtures.

### WOOL SWEATERS Heretofore 20.00 . . . . . '10

Tuxedo and slip-on sweaters for all sports occasions; in plain colors or various novelty checks.

### SPORTS KNICKERS Heretofore 25.00 . . . . . '15

In tweeds or wool mixtures for golf or other sports occasions.

### FUR TRIMMED SPORT SUITS . . . . . '65 '85

Heretofore 95.00 to 125.00

Of imported tweeds, homespun and mixtures in box and belted types with notch and shawl collars of Australian opossum, beaver and raccoon.

### DAY AND SPORT COATS . . . . . '50 '65

Heretofore 65.00 to 125.00

Of perline, tweeds, camels' hair and Rodier plaids, many with collars and cuffs of Australian opossum or raccoon.

## GRAND TRUNK MEN TO CONFER.

### Will Have Round Table Talk With Company's Officials.

MONTREAL, Oct. 21.—Union representatives of station, shop and roundhouse employees of the Grand Trunk Railway of Canada to-day agreed to hold a round table discussion with company officials to adjust differences caused by a recent 12 1/2 per cent. wage reduction.

The workers' representatives declined to participate in the activities of a board of conciliation appointed under the Lemieux industrial act.

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## OPEN SHOP ADOPTED BY TRUCKMEN'S BUREAU

### Action Taken When Teamsters Reject Wage Cut.

The wage scale committee of the Merchants Truckmen's Bureau, meeting in 15 Park Row yesterday afternoon, adopted a resolution urging the bureau to take steps to inaugurate the open shop policy in the trucking industry in New York beginning November 1. The truckmen say members of the teamsters union have refused to accept a \$5 a week reduction with an increase in the day's working hours to ten.

According to the committee the bureau will have the support of many civic and business organizations, among them the

## GLOVES for MEN

Winter is coming. Cold hands need gloves. We've got 'em in all styles and sizes. We believe we have the largest assortment in town—and the prices are Macy's lowest-in-the-city.

For instance:

Men's English Mocha Buck gloves in street shades of tan, wool lined—the same ones that sold last year at \$3.49 are \$2.69

Imported Cape Leather Gloves, Prix seam sewn at \$1.94

Or, Imported Cape Pull-Ons, hand sewn seamless wool-lined gloves that would have cost \$9.44 in 1920 \$6.44

Snappy English Elkskins, with seamless wool linings, which were \$8.74 a year ago, \$6.44

Genuine Mocha gloves, Prix seam or Pique sewn, with self or black embroidery, \$3.69

Then there are wool gloves in an amazing variety of colors, as well as those lined with wool or fleece.

Macy's—Main Floor, Center Front.

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affords many rare opportunities to secure choice floor-coverings at a minimum of expenditure

The assortments of sizes, colors and weaves are so large and diversified it is practically certain that every demand can be satisfied

B. Altman & Co. unreservedly guarantee the wearing qualities of all Oriental Rugs sold by them